



UP THE HOLLER



DIVISION 9, MID CENTRAL REGION, NMRA

November 2020

FROM THE HEAD OF THE HOLLER
Bob Osburn, Superintendent

IN THIS ISSUE

Head of the Holler	1
Contact List	2
Meeting Agenda	2
Virtual Meeting Details	3
From the Office Down the Hall	4
Clinics	4
Newsletter Deadlines	4
Meeting Minutes	5
Contest	6
Passenger Manifest	7
A Ride on the Bullet Train	8
Editor Comments	9
Call for Convention Clinics	10
Pike Ads	11
Upcoming Meetings	12

It's hard to imagine the holiday season is fast approaching and the end of another year is just around the corner. 2020 has been a difficult year for the members of the Coal Division. The normal life we were accustomed to in our personal and modeling communities has been turned head-over-heels. As the pandemic continues to surge in each of our home states, we're all hopeful some sort of a return to a new normal will greet us in 2021 but until then we'll do the best we can and continue to meet virtually. Our virtual meetings continue to be a learning experience and I feel we'll see some positive results of this effort in the future. The Coal Division has attracted around 30% of our membership for at least one virtual meeting and if we can get to 40% attendance I feel we have been more than successful. The feed-back I have received from those who have participated in the virtual meetings has been very positive yet when talking to others who have not joined us, the response has been rather disturbing. We all are entitled to our own opinions and I understand and respect those concerns but I hope you will still be there with us in the future. Again, it is every member's responsibility to reach out in these difficult times to communicate and give encouragement to your fellow modelers. We all are in the same boat and just a phone call to offer support means a lot.

Our October Zoom meeting saw a smaller than usual participation. I'll blame it on the beginning of Saturday football games, but I really hope that wasn't the case. We missed you. Prior to the official meeting, we always enjoy catching-up on what has been going on in our lives, talking about our current modeling projects, rail fanning trips, new purchases, or interesting modeling tips. The official meeting, as usual, started with a welcome and introduction then some explanation of features available while using Zoom. With a little coaching we finally got Bill Wadsworth's audio working, it was nice to hear his wit and humor again. A short business session with discussion followed then onto Bring and Brag. This part of the meeting featured shop tours by Jerry Doyle and me. Next, Tom Harris presented a clinic "Making Mountains" that was super interesting and informative. Tom's clinic is one everyone needs to see. His insight into how real terrain looks and how to capture it on a model railroad was excellent. Thanks, Tom!

The November meeting theme for Bring and Brag, dispatching and staging areas, will feature several presenters. In the past months members have successfully presented layout tours and shop tours as part of the Bring and Brag session, something almost impossible to do with an in-person meeting. As we get better with Zoom I hope we can attract more members willing for us to go into their homes virtually to see their model railroading accomplishments.

Remember, keep your family and yourselves safe during these difficult times. I hope to see you November 14th.

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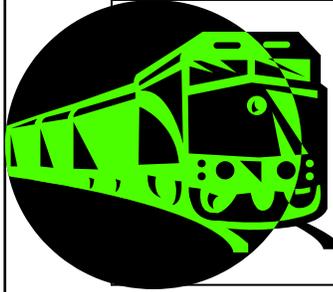
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Upcoming Coal Division Monthly Railfun Events

Saturday November 14

1 PM

Virtual Division Membership Meeting

- **Welcome and Call to Order (Acknowledge members present)**
- **Approval of Minutes from October meeting**
- **Treasurers Report**
- **Superintendents Report**
- **Assistant Superintendent Report**
- **Committee Chairs Reports**
- **Bring and Brag**
- **Open Discussion/Questions (One at a time please)**
- **Adjourn Business Meeting**
- **5 Minute Break**
- **Clinic: Bob Weinheimer will show off the members only part of nmra.org**

Next Event

Saturday December 12

At the Depot, or Zoom, or Both?

NOVEMBER VIRTUAL DIVISION MEMBERSHIP MEETING

Jerry Doyle

We've all been doing our part for COVID-19 isolation measures. This means we won't be meeting in person for several months but there is another way to stay connected.

Our November meeting will be held remotely using Zoom which is very easy to use. You can use a laptop (provided it has a webcam), tablet, or smart phone. Just use the link provided below. You'll be prompted on how to connect with your particular device. You can also join

with a voice-only connection by calling one of the numbers listed.

We are planning to conduct a short business meeting followed by show-and-tell where you can show everyone what you've been working on. There will also be a railroad related clinic and possibly more.

Our meeting will be Saturday November 14 at our regular time of 1 p.m.

Topic: NMRA Division 9 November Meeting
Time: Nov 14, 2020 12:30 PM Eastern Time (US and Canada)

Join Zoom Meeting

<https://zoom.us/j/94746468328>

Meeting ID: 947 4646 8328

One tap mobile

+16465588656,,94746468328# US (New York)

+13017158592,,94746468328# US (Germantown)

Dial by your location

+1 646 558 8656 US (New York)

+1 301 715 8592 US (Germantown)

+1 312 626 6799 US (Chicago)

+1 669 900 9128 US (San Jose)

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

Meeting ID: 947 4646 8328

Find your local number: <https://zoom.us/u/aBL4AWlcU>

First Time Users

- On a computer: The **FIRST TIME** you open a Zoom meeting link you will be asked to download a small Zoom application file. Follow all the typical steps and allow anything requested by the app as it installs.
- On a smart phone or tablet: **BEFORE** you open the Zoom link, go to the app store and download the Zoom Cloud Meetings app from Meet Happy (the app publisher).

To join a Zoom meeting:

- See the meeting invitation above
- Open that link 10 minutes prior to the meeting
- Accept any requests for video and/or microphone
- MUTE your microphone

Other pointers

- Make sure your connection is strong
- If you have a weak connection, disconnect other devices from your home network
- For your first time, don't wait until the last minute to join
- Use the **Chat** button to view and make comments or post questions
- Click the **Invite** button to send meeting information to others
- If everything freezes, click **Leave Meeting** and rejoin using the original invitation
- You do not need to create a Zoom account to participate in a Zoom meeting

Thanks to Paul Downs of MCR Division 8 for these tips.

FROM THE OFFICE DOWN THE HALL

Sam Delauter, Assistant Superintendent

Let's talk about kit bashing. Many people shy away from any form of kit bashing or scratch building, especially the general public. I doubt that anyone in this group fits that category but there might be some who haven't done much or had an interest and just haven't tried it. Although there are times that kit bashing can be very challenging, it doesn't always have to be. In this column, I am going to describe two kit bashes, although one may be more of a scratch bash depending on your school of thought. Both are fairly simple and straightforward. I should note that neither of these were of my own design. Both kit bashes have documentation online. I used this documentation when I built mine and am including links for those who would like to build these same freight cars. The authors did a great job writing and designing these. I am just putting the content out there for our membership.

The first car is a Pennsylvania X31F boxcar also known as a turtle roof boxcar. These cars were built by modifying the X31 class boxcars by removing a large section of the roof and installing a new roof with raised panels. These cars were modified for the war effort to haul jeeps. With the new roof installed they could fit an extra jeep inside the car. I also suspect that they saw this as a purpose built car with a great upside in standard freight service.

John LeMerise of Keystone Details has done an excellent job with not only his 3D printed products but also with the instructions for his products. His instructions, with many pictures, make for a very easy build. As for the kit bash, you'll need one of the Fine N Scale X31 boxcar kits (FNS-2008), the turtle roof by Keystone Details, some strip polystyrene for the supports, and the trucks and paint of your choice.

To install the new roof, we will go down the same path that the PRR went by removing a section of the old roof and installing a new one. The Fine N Scale kit is made of resin and easy to modify. We will use the holes on the kit that were meant to mount the roof walk to align the new roof via the pins that fit these holes. We will then use the turtle roof as a guide to cut the hole for the new roof. Once the roof is fit in the hole, it can be glued on and the supports for the roof walk can be made out of strip styrene. The brass roof walk from the kit can be used. All that's left to do is to paint and decal the boxcar. When I built mine, I used Micro Trains 1149 trucks, body mounted the couplers, and the decals that came with the kit. I carved off all the details to add brass ladders and grab irons. However this kit bash makes a very nice product even if you don't add all the brass parts.

Continued on page 7

CLINICS

Sam Delauter, Clinic Chair

The October Clinic was given by Tom Harris on how he makes mountains on his layout. Tom also showed us some of this techniques for general scenery. This was a great clinic on how to make great scenery very simply. I've personally used many of the products that he uses but have not looked how simply they could be used.

The November Clinic will be by Bob Weinheimer. He will be showing us many of the things in the members section of the NMRA website. I'm looking forward to seeing all of the things that I did not realize were on the website that will help with my day to day modeling.

NEWSLETTER DEADLINES

The goal of the newsletter team is to have this document reach you by email or snail mail at least one week prior to our meetings. We typically start the layout work the Monday 12 days before the meeting. This allows a day of review by the officers and a proofreader before the electronic version is issued, usually on Wednesday. The paper version is mailed Thursday or Friday. For this to happen reliably, we need all items for publication by that

Monday 12 days prior to the meeting. If we don't get it on time we can't print it. Please help us give you the most up to date information possible. Here are the deadlines for the next few issues

December	November 30
January	December 28
February	February 1

NMRA MCR DIVISION 9
THE COAL DIVISION
Virtual Meeting
Using Zoom
October 10, 2020
Minutes

Members caught up each other and the various railroad projects we are working on. Bill Wadsworth was eventually able to get his webcam and microphone working.

Meeting called to order by Superintendent Bob Osburn at 1:15 p.m.

Division Clerk Report

August minutes approved
 Treasury Balance is \$8,461.35.
 Company Store \$0.
 Raffle \$0.
 Pike Ads \$0.

Superintendent Report

Robert Osburn welcomed everyone to our online meeting. He noted the light turnout for today's meeting and that some members might be watching college football instead. We will be meeting virtually for the foreseeable future due to COVID-19. Robert plans to meet with the Division officers to come up with ideas for what we can do going forward with our meetings.

Assistant Superintendent Report

Sam Delauter hopes that everyone is staying safe from the virus and enjoying some modeling time at home.

Newsletter - Up the Holler

Bob Weinheimer is always looking for materials. Bob thanked Robert Osburn for his article in the current issue. Robert Osburn proposed a photo contest for the cover photo of *Up the Holler*.

Achievement Program

Nothing new to report. Bob encouraged Tom Harris to finish up the requirements for his Electrical Engineer certificate.

Library

Bill Wadsworth was able get his audio working. Nothing new to report.

Contest

Dale Osburn wasn't able to attend today. Next month we will show staging yards and Bob Weinheimer will show the members only section of the NMRA website. Today's topic is workshops. Jerry Doyle and Robert Osburn showed us around their shops. Robert had an extensive Power Point presentation about his workshops (*yes that's plural workshops*).

Clinic

Tom Harris gave a presentation about making mountains and scenery; *Easy Hillsides - With No Means of Support*.

Membership

No report.

Raffle

No raffle today.

Education

No report.

Old Business

No report.

New Business

None

Announcements

NMRA Mid-Central Region virtual Board of Directors meeting October 23

Future Meetings:

November 14 – Zoom

Meeting adjourned at 2:15.

Respectfully submitted,

Jerry Doyle, Division 9 Clerk

CONTEST

Dale Osburn, Contest Chair

It is my understanding that October's Zoom meeting went very well. I was disappointed that I could not be apart of the meeting. The contest for the month of October was shop tours which was provided by Robert Osburn and Jerry Doyle. I was told that both tours were outstanding and look forward to seeing the pictures in the newsletter.

The November contest will be Staging and Dispatching. Tom Harris will be showing the group staging on the Lake Lines Railroad. Bob Weinheimer will be showing the group his newly renovated dispatching office along with the staging for the Pennsylvania Southern Railroad. Also, Mark Maynard will be giving the group a tour of his dispatching tower for the Crusty Mountain and Wil-

oby Spring R.R.

Let's not forget that December is just around the bend and we still have a couple of kits left to build. If anyone is interested in the Gary Burdette Memorial Modeling Challenge, please give me a call and I will make sure you receive a kit.

In December, I will be putting out the new 2021 contest schedule along with the information on voting while we continue to have virtual meetings. I have reviewed other NMRA sites and spoke to folks in our group and have come up with an easy to use method for voting each month. I will bring this up during the division meeting in November.



Robert Osburn sent this photo of his main work area, just part of the entire shop arrangement he has for his modeling work.

PASSENGER MANIFEST

John Harris, Membership Chair

Just when you start to feel like you are beginning to “see the light at the end of the tunnel” and then you realize it is another locomotive heading straight for you. That seems to describe the feeling I am having right now regarding the 2020 ride we are on. While fall surge was predicted by many, I was beginning to feel perhaps the worst was behind us only to see we are now looking at record numbers of cases. So our journey continues.

Now that fall is here, I have however begun to look ahead at starting a few new projects in addition to getting back to some of the old projects started earlier in the year. The Babcock Mine still has plenty of detailing to complete, but now I am looking to completely change the track alignments to allow better stacking spaces for loads. This will not only improve operations but will also add to the aesthetics and look more prototypical. I have also decided to use a combination of wood riprap or cribbing in addition to a timber trestle to serve the head house at

the top of the structure. I believe this will not only provide visual interest, but also add depth to the scene. I am still looking for some coal hoppers that would be correct for the Manns Creek RR and be different from the typical C&O hopper. A smaller ore car perhaps? Suggestions welcomed.

Other projects remaining to be completed include the east approach to Lewis Tunnels. I had previously re-worked trackage to better depict the alignment after hiking across the mountain from the often photographed west end. Not many photos were available of the east portals. Now I need to add proper rock formations and ventilation plant now that I see what it looks like in real life. A rock slide protection fence is certainly a detail I must add.

While those are just a few things that are on my to do list, now that weather is going to be keeping me inside, perhaps I can use my stay at home time to the benefit of the railroad.

Continued from page 4



The finished turtle roof car.

This link shows the turtle roof details.

<http://www.keystonedetails.com/products/n-scale-details/2018/9/9/n-scale-prr-x31f-turtle-roof-insert>

The second kit bash is of a Northern Pacific bulkhead flat car. I found this article online a few years ago. It was written by John Gillies and published by the Northern Pacific Historical Society. The kit bash consists of shortening the deck on the flatcar and scratch building bulkheads to go in the place of the deck. The only thing I did differently from the article was to replace the deck with a real wood deck. For this kit bash you'll need a Pro-to 2K flatcar, various pieces of styrene, brass wire for the various appointments, Kadee air hoses, and a set of Micro Scale decals #87-777.

Assembly of the flat car itself was simple and straight forward as nothing had to be modified accept the deck. I shortened the wood deck by three planks on each end and

glued it to the flatcar. I then built the bulkheads and ladders as per the article. I painted the flatcar, bulkheads and ladders separately and then glued them to all together. Lastly, a coat of black paint on the body and grey on the deck make for a good base for applying decals and weathering. If you have not done any scratch building before, these bulkheads may be a great place to start. The use of a cutting tool such as the chopper makes this kind of build much easier



The finished bulkhead flat car.

The two links below show details of the flat car construction.

<http://www.nprha.org/Modeling/NP%2067006-67071%20Bulkhead%20Flat%20Cars.pdf#search=Flat%20car>

<http://www.nprha.org/NP%20Flat%20Cars/Flat%20Cars%2053%20Ft.%20End%20Racks%2067006-67071.jpg>

A Ride On the Bullet Train

Bob Weinheimer MMR®

On my first business trip to Asia I had a free Sunday in Tokyo and took a trip from there to Hiroshima and return. What follows is from my recently found notes of the trip, I've cleaned them up a bit so they read a little better.

Saturday May 11, 1991

I arrive in Tokyo after flying all day from Singapore. My host, who had been at the same meetings in Singapore, got me to my hotel then we went out for dinner. In doing so I got to experience the Tokyo subway and realized it was easy to navigate so the next morning it was no trouble to get from my hotel to the station even with a change of subway trains along the way.

Sunday May 12

I arrived at Tokyo Central Station a bit after 8am to activate my Japan Rail Pass and to procure space on the train. The Japan Rail agent was very helpful even though he spoke no English. He could read my note indicating that I wanted to go from Tokyo to Hiroshima and return that day. He showed me the computer monitor, pointed to his watch, then the screen. I pointed to what I figured was the departure time. He then gestured to see if I wanted a smoking or nonsmoking car. I replied and he printed my tickets. I'm still not sure how I found the right track but I did so with no difficulty. The Fodor guide to Japan said it was easier for an American to buy a ticket on JR than on Amtrak, I can't argue with that.

On a Sunday morning the bullet trains (Shinkansen in Japanese) departed every 10 minutes to Osaka, about 300 miles away. Every third train continued to the Fukuoka on Kyushu Island, another 500 or so miles. Hiroshima is about 1000 kilometers or a bit over 600 miles from Tokyo. To put that in perspective, that's about the distance from Charleston, WV to New York City.

9:04 Depart Tokyo on time.

9:15 Running at high speed

9:25 Out in the countryside, there isn't much of that in Japan.

The car was very open and airy with 3 and 2 seating and good legroom. The windows were about 30 inches square with about 10 inches between them. The train ran on the left of the two tracks on a dedicated right of way, the Japanese also drive on the left side of the road. There were numerous short tunnels. Vendors come through the car every 10 minutes selling refreshments, I bought a small

cup of coffee for 300 yen which was almost \$2 at that time. The ride, which had been as smooth as an airliner, got a little rough when I tried to drink the coffee.

9:33 Getting into serious hill country and more tunnels near Mt. Fuji. I see some containers on flat cars in a yard, there were 4 small ones on a flat car that was about 50 feet long.

I was in a nonsmoking car that was about half full of people of all ages and wearing everything from jeans to business suits. I was the only westerner on the car. Key announcements were made in English, it seemed there were others made only in Japanese.

9:45 No tunnels recently

The train had 16 cars. Cars 1 through 5 were unreserved, cars 6, 7, 9, and 11 through 16 had reserved seating. I was in car 6. Car 10 was a full diner and car 8 was a "green" car which was for first class travelers. The cars are electric MU with pantographs on every other car. The first and last cars have cab controls and revenue seats but there is no locomotive. The line has few curves or grades but lots of tunnels. A parallel Japan Rail line is visible in many places, particularly at tunnel entrances where both rights of way go through adjacent sets of tunnels. The key to high speed seems to be the dedicated right of way combined with very few stops. It seems we meet an opposing train every few minutes.

10:18 Passing rice patties, cross several wide but shallow rivers. There are lots of houses and industrial buildings with blue roofs, something I had noticed flying in from Singapore the previous day.

10:27 I notice what appears to be a non electrified MU train on the parallel tracks, I estimated it was moving at about 60 MPH. I don't know if it was something like the Budd RDC or if it was powered by a third rail. Approaching station stops the distance until the stop is displayed at the front of the car. As the countdown started, I noted the train was already slowing but moving at 180 KPH or about 130 MPH.

10:55 Arrive Nagoya, 3 minutes early. Nobody left my car but about 20 passengers got on.

10:58 On time departure from Nagoya. I noted hundreds of bicycles parked in bicycle parking at the station.

I explored the train and found the green car to be bilevel. The lower level was for passengers passing through, the upper level was for the passengers who paid

to ride in the car. On the lower level were several compartments with a chair, desk, and telephone. Other compartments had 2 or 3 seats. The diner is also bilevel. Table service is offered upstairs while the lower level contains the kitchens, take out service, and passage through the car. In the coaches the conductor notes who is going where when checking tickets and doesn't bother the passengers once their tickets have been checked.

11:41 Arrive Kyoto, 10 onto my car and 10 off

11:44 Depart Kyoto

11:59 Arrive Shin Osaka. Shin means new in Japanese and the station in Osaka was a new station built for only the bullet train. Other JR services are at another station.

12:01 Depart Osaka, about 20 on and 20 off.

On the way out of Osaka I saw a major coach yard for the non bullet train services as well as shops. The train goes around, not through, Kobe. The station, Shin Kobe, was in a gap between two tunnels.

12:52 Arrive Okayama

12:54 Depart Okayama

After the Okayama stop I went to the diner for lunch. For 2,000 yen, I had a salad, a plate of rice, a great beef stew with noodles, green beans, carrots, and potatoes.

The service was OK but not outstanding. Smoking was permitted in the diner and the air was quite thick. On subsequent trips to Japan I noted strong antismoking campaigns and a higher portion of the cars on the train for nonsmokers.

There have been lots of tunnels since Osaka.

13:38 Arrive Shin Hiroshima. The station is on the edge of town and a streetcar ride takes you to the center of town near the atomic bomb site. I spent the afternoon there then returned that evening.

My notes say little about the return except that the car was less comfortable, the seats didn't recline, and there was no information board about the station stops. Of course, this turned out to be a local as it made many stops between Hiroshima and Osaka. After Osaka it was a quick trip. The trip to Hiroshima took about 4.5 hours, the return took an hour longer.

In the morning I had taken the subway to the train station but by the time I got back to Tokyo it was late and it was raining so I splurged and spent 500 yen on a taxi. That day happened to be Mother's Day so I called my mother in Connecticut after I got back to the hotel. While it was 10pm in Tokyo, it was only 8am there.

The next morning it was time to get to work and the real reason for being in Japan, My host, who was not with me on the Sunday, was incredulous when I told him what I had done the day before. He had a hard time believing an American would be able to do all of that on his own! The next few days saw customer visits in Nagoya, Osaka, and everywhere along the way. We rode bullet trains, locals, and everything in between.

MY WORD

Bob Weinheimer, Editor

The Mid Central Region held its Annual Meeting and fall Board of Directors Meeting Friday evening October 23. My comments for the Annual Meeting will be included in the minutes of the meeting published in the upcoming issue of the Kingpin. Briefly, I noted that although many National and Regional NMRA events have been canceled this year, Division meetings have continued in a virtual format rather than being totally canceled. I noted the Division Superintendents, including Robert Osburn, our fearless leader, have met the challenge of delivering value for our membership dollars. They can only do so much, please consider joining us for the November Zoom meeting.

One of the things that relatively few NMRA members seem to take advantage of is the Members Only part of the web site. At the November event I'll give you a tour of the site with emphasis on the Partnership Program, convention clinics, membership details, and all the other good stuff there. Even the open part of the site has lots of interesting stuff, I'll show you some of that as well. This is something that we cannot do at an in person

meeting due to the lack of internet access at the Depot. A virtual meeting is the ideal place for such a demonstration of the web site.

If you didn't receive the NMRA E-Bulletin on November 1, you missed an important announcement. Jack Hamilton, a long time NMRA board member, has resigned his seat as At Large World Wide Director due to medical issues from which he is recovering. He has been replaced by Gordy Robinson, the driving force behind NMRAX. Gordy, a resident of Scotland, is a younger gentleman who should be able to bring a different set of views to the board.

On a different note, the holiday season is approaching. Thanksgiving is later this month, please enjoy the festivities prudently and safely. As Christmas approaches, I have made the decision not to make my annual trip to New Hampshire to limit my exposure to the virus. I have done so little traveling that since March I have actually walked (several miles every morning) farther than I have driven the car!



Request for Clinicians

The planning committee for the 2021 Mid Central Region Convention, *The Northern Express*, is looking for clinicians. We are looking for a variety of topics from prototype modeling, modeling methods, empire building, electronics, and well, you name it. Submitted clinics will be selected based on subject needs, timeliness, and the number of clinic slots.

The convention is being held at the Ambassador Center in Erie, Pennsylvania from May 20 through 23, 2021. The center will feature three well-lit clinic rooms with tables for clinicians and participants alike. The Ambassador was the site of our successful Mini-Meet last September, giving participants a chance to get a peek at our future convention center.

Contact Doug Sandmeyer at dsandme@stny.rr.com for more information and the submission form. Visit the *Northern Express* website at <https://www.div12mcr.org/northern-express/>.



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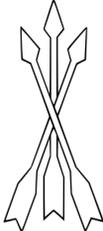
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CRESCENT VALLEY

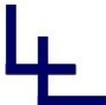


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NEW RIVER GORGE SUBDIVISION
 Clint Foster Superintendent
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Allegheny & New River Road
 An Appalachian Coal Hauling Railroad set in the 50's

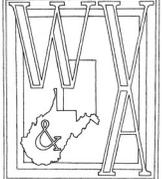


Bringing a little bit of West Virginia to the rest of America a few tons at a time



John Harris, Chief Engineer
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West Virginia & Atlantic Railroad



www.dewv.edu/center-railway-tourism
Davis & Elkins College
 LEADING THE WAY



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Upcoming Coal Division Events

If you received this newsletter via the US Postal Service and have an email address, please let us know so we can save printing and postage costs. Send a note to editor@coaldivision.org to get onto the email distribution list for Up The Holler.

November 14
Virtual

December 12
Virtual

January 9
Virtual